

SHIPPING & WATERFRONT NEWS

MANY STEAMERS JAPAN IS PAYING COASTWISE TRADE WILL ARRIVE HIGH PRICES FOR STEEL GREATEST IN HISTORY NEXT WEEK

The first four days of next week should be a record breaker in the number of steamers to arrive. During those days six Oriental steamers will call here, four from Japan and two from San Francisco. In all eleven vessels are due and as practically all will have freight for this port, harbor officials have their work cut out for them. It is estimated that it will take at least two weeks to finish the work that these boats will cause.

The following steamers are due on these days:

Sunday—Panama Maru from Yokohama.

Monday—Anyo Maru from San Francisco and Unkal Maru from Yokohama.

Tuesday—China from San Francisco, Kiyo Maru from Yokohama for Hilo, U. S. A. T. Dix from Manila and the lumber steamer Brunswick from Yokohama.

Wednesday—Manoa from San Francisco, Tenyo Maru from Yokohama, Makara from Vancouver and the Annie Johnson from San Francisco.

The passenger steamers will arrive and depart next week as follows:

Panama Maru, arrive Sunday 4 p. m., depart for San Francisco Monday 6 a. m.

Anyo Maru, arrive Monday 2 p. m., depart for Yokohama Tuesday a. m.

China, arrive Tuesday 7:30 a. m., depart for Yokohama Tuesday 5 p. m.

Manoa, arrive Tuesday 8 p. m., depart for Kahului Thursday 8 p. m.

Tenyo Maru, arrive Wednesday 1 p. m., depart for San Francisco Thursday a. m.

Makara, arrive from Vancouver Wednesday a. m., depart for Sydney Wednesday p. m.

Wilhelmina, depart for San Francisco Wednesday 10 a. m.

The Japanese government is bending every effort to get new ships into the Pacific to take advantage of the conditions which have driven practically all of the American vessels out of Asiatic trade. It is meeting with such success that the prediction was made in New York recently to the New York Times by a man conversant with the situation that in two years Japanese lines will be in undisputed control of practically all of the trans-Pacific carrying trade.

Japanese shipbuilding yards are even busier than those in the United States, and so great is the pressure on them for new tonnage that orders for steel plates have been placed in the United States at prices that include a substantial premium for early delivery.

The Midvale Steel Company, it was learned, has taken a contract calling for 10,000 tons of plates which will cost the Japanese four cents a pound. This price is more than double that prevailing before the war upset all calculations.

As against the \$88 per gross ton which the Japanese have contracted to pay, a price of \$32 could have been obtained two years ago. The Japanese wanted 40,000 tons but were unable to obtain it.

None of the steel that is being purchased in the United States is to be used in the construction of warships. Armor plate is rolled in Japanese mills, but their production of commercial steel is relatively small. The 40,000 tons of plates are wanted for commercial steamships.

An officer of the Midvale Company said that the Japanese were thoroughly alive to the opportunities put in their way by the restrictive navigation laws in the United States, and had hastened to seize upon the advantage.

Coastwise shipping, according to men in touch with the situation, is at the present time engaged in the heaviest carrying trade which this branch of transportation has ever experienced, says the New York Journal of Commerce. The war, greater demands for the commodities carried on these routes and general prosperity, it is pointed out, are the chief causes for this satisfactory condition. Steamship companies with vessels plying between the Southern and Northern ports, it seems, are experiencing many difficulties in handling all the northbound freight which is offered them, and have in many instances been forced to hold over large shipments of cotton, lumber and naval stores.

R. S. Stubbs, freight traffic manager of the Morgan steamship lines, in remarking on the freight traffic condition in so far as his company was interested, said that never in the history of the company have the quantities of freight which are being moved along the seaboard by their ships been surpassed.

The freight traffic along the Atlantic and Pacific coasts, explained one shipping man, has increased in a corresponding degree as the export trade of the United States has advanced.

In reference to the effect which the facilities offered by the Panama canal have had on coastwise shipping, many men interviewed seemed to discount the worth of the canal as a means of stimulating the coastwise business, in that it has not been open to navigation for any length of time. Although there is a belief that after the conflict in Europe is ended there will be more ships passing through the canal than ever before, for the reason it is explained that the nations now at war will enter the shipping world again and endeavor to regain their lost trade. This will undoubtedly cause a decline in rates, with the result that shipping which cannot compete will be forced to resort to the trade between the Atlantic and Pacific coasts via the Panama canal.

RECORD SHIPMENT COMING ON MANOA

Bringing a record cargo and a large passenger list the Matson steamer Manoa will arrive here Tuesday evening or Wednesday morning, according to a radio received this morning at Castle & Cooke, local agency.

The Manoa has 77 cabin passengers, 245 bags of mail, 199 packages of express matter and a total of 8477 tons of freight, of which 7247 tons are for Honolulu and 1230 tons for Kahului. She also has 39 automobiles for Honolulu, an unusually large number.

Cement shipments are now coming in regularly, as all of the last three Matson steamers have brought large consignments, and the Manoa this trip has 10,000 bags. Other freight consists of 2333 bags of fertilizer, 25,000 bricks, 2638 bales of hay and general cargo.

STEAMERS WANTED BY CHINA MAIL STEAMSHIP COMPANY ARE FOR SALE

That the three Austrian steamers lying in Shanghai harbor two of which it is reported from Shanghai the China Mail Steamship Company are planning to buy are for sale, comes in advices from Tokyo to the effect that last year the Toyo Kisen Kaisha opened negotiations to buy these steamers, the Bohemia, China and Silesia, but refrained from doing so as they belonged to an enemy company, although they were on the market at that time.

PASSENGERS ARRIVED

Per I. L. str. Mauna Kea from Hilo and Lahaina today—Jas. A. Kennedy, Miss R. Cockett, Misses Currier (2), John McGinnis, J. J. Doyle and wife, Master Doyle, Miss McGinnis, Miss Hartman, C. W. Deming and wife, Miss A. Reavis, Mrs. L. A. Fritz, G. L. McClintock and wife, J. W. Dorriington, T. Osborne, Wm. Thompson and wife, Misses Thompson (2), F. T. Schmidt, Mrs. Jas. Woolaway and son, J. K. Lota, Sam Pupul, H. Faria, Mrs. H. Knust and son, Miss R. Pua, W. H. Healy, Pugh, F. M. Swanzey, Judge Pugh and wife, D. Thannum, Miss M. C. Ladd, J. J. Kelly, Tong Coney, Sam K. Pua, Onaka, Shibata, T. Onodera, U. Iwanaga, T. Takaguchi, Rev. G. L. Kops and wife, Master Kops (2), Jno. Kamauna, A. McKenz, Mrs. R. Hind, two sons and maid, H. W. Met, Miss Ingersoll, Mrs. M. Bucholtz, W. H. Hill, W. T. Frost, Alex. Lindsay, Jr., S. Wood, W. P. Alexander, Mrs. R. H. Makpekau, C. Shiga, Mrs. Chas. Akau and child, Mrs. Here and child, Misses Hore (2), K. Hatanaka and son, E. H. aBrieis, J. D. McVegh, Thos. Sumga, Chas. Verri, J. Waki, Rev. Y. T. Kong, Mrs.

The death by drowning at Goosewich of Michael McLoughlin while stepping into a boat at the Indian Yacht Club was purely accidental, according to a finding by Coroner Phelan.

German warships captured the British steamship Lestrin near the English coast.

HARBOR NOTES

The schooner Robert Hind is discharging lumber at the Kuhio wharf at Hilo.

The Inter-Island steamer Maui, from Kauai, arrived this morning with 4000 bags of lithium sugar.

The Tenyo Maru, which will arrive here Wednesday afternoon from Yokohama, has as a passenger H. R. H. Prince Songalla of Siam.

The Norwegian steamer Titania has been purchased by Vicente Madrigal of Manila to be used to take coal from Japan to Manila.

The Union oil tanker Santa Maria arrived here this morning from San Francisco with 44,000 barrels of oil and docked at Pier 17.

The Oceanic steamer Sonoma was 1467 miles from Honolulu at midnight last night. There has been booked 100 passengers for the Ventura on her trip to San Francisco August 15.

The British steamer Eurulocus, formerly the Indragiri, will arrive here August 20 from New York via the canal for bunkers, according to a cable received today by the Inter-Island.

From Kauai the Inter-Island steamer Likelike arrived this morning with 1530 cases of pineapples, 1210 bags paddy, 135 bags rice, four crates of chickens, six bundles of hides and sundries.

The Shiro Maru, T. K. K. freighter, left Yokohama August 4 and will arrive here about August 15. She has 1757 tons of freight for Honolulu. This is the third large cargo lately from the Orient.

The British steamer Tuscan Prince, which left here July 10, arrived at Manila July 30, according to advices from there. From Manila she proceeded to Vladivostok.

The Mauna Kea reported the following sugar waiting shipment on the island of Hawaii: Olas, 31,000 bags; Waiakoa, 5500; Waiakoa, 7300; Papeete, 10,428; Pepeekeo, 14,674; Kakaia, 10,133; Laupahoehoe, 8632; Kailua, 5967; Kula, 9115; Hamakua, 18,169; Paeahou, 1307; Honokaa, 27,151; Punaluu, 1641; Honouapo, 1806.

The Inter-Island steamer Mauna Kea from Hilo and Lahaina arrived here this morning with 81 cabin and 63 deck passengers. She brought two automobiles, 18 crates poultry, 54 barrels of fruit, 120 bags corn, 90 bundles hides and 291 packed of sundries.

The O. S. K. steamer Hawaii Maru, which is held in quarantine at Yokohama because of cholera on board, has a cargo of 1752 bales hemp, 92,000 cigars and 711,200 kilos of coconut oil for Tacoma.

The customs administration of Manila has decided that the British steamer Chinese Prince, which was held up at Manila for failure to account for cargo listed on manifest upon her arrival there July 8, must pay a fine of \$12.50 per package missing.

The United States cruiser Des Moines arrived at Villefranche, France, from the Far East.

PASSENGERS BOOKED

Per I. L. str. Mauna Kea for Hilo and Lahaina today: Mr. and Mrs. J. M. Keane and two children, Mrs. R. Crow and two children, Miss Gladys Kelley, Miss B. Whitehouse, Miss M. Reposa, Miss N. Daniels, Miss G. A. Hunt, Mrs. Maud S. Sisson, Miss Wilkie, Miss G. Howard, Miss O'Rourke, Miss M. Armstrong, J. M. Moore and wife, Miss C. Blake, Miss G. Blake, Miss Vida Watkins, Miss Charlotte Blake, Miss Jean E. Angus, Mrs. Zumwalt, Miss M. Angus, Miss Zumwalt, Miss Annie Zumwalt, Mrs. R. Muller, Miss Muller, Mrs. C. R. McLean and child, Mrs. McLean's maid, Dr. H. L. Ross, D. H. Case, Miss Elizabeth Kanamoku, Mrs. Toki, Mrs. C. A. Richard, A. Chaves, Henry Nalafelua, Miss Emma Akana, L. Jamieson, J. M. Judd, Vernon Tenney, Mrs. Helen Noonan, Miss Violet Makee, Miss Hattie Lucas, Miss J. Jones, Miss E. Jones, Mr. and Mrs. Peter Jones, Miss Alice Macfarlane, Miss Alice Hastings, J. Vincent, A. H. Hanna, Miss L. Brundred, Miss W. Tenney, Miss M. Gibbons, Mrs. A. Dreier, W. J. Coon, Mrs. Coon, Miss M. Nelson, Miss D. Ambrose, Miss M. A. Joyce, Mrs. D. F. Howland, Miss H. Saffery, Miss J. Saffery, Miss K. Saffery, Miss Mary Raposa, Miss M. Martinson, Ben Vickers, C. R. Rosa, Miss Jessie Kennedy, Miss Mary Lucas, A. P. Grace, H. C. Waldron, F. W. Macfarlane, O. G. Malkow, Mr. and Mrs. A. J. Watson, Dr. Yamancha, Mr. Ako and Rev. M. Tasaka.

PASSENGERS EXPECTED

Per Matson steamer Manoa from San Francisco due here August 8.—Theo. Schroeder, Mott-Smith, Earle Greager, Mrs. H. McNeil and two children, Chas. Feabody, C. C. Davis, H. Smiles, T. S. Elston, F. F. Baldwin, Miss Noon, Mrs. Knowles, Miss H. S. Markley, Mrs. G. D. Mendell, Miss Luke, Miss Luke, Miss C. Bowman, maid with Mrs. Durney and children, Dr. Mary A. Stolz, Miss Mary Barton, Mrs. V. Atkinson, Miss N. Harris, Mrs. Harris, Miss Amy Keithley, R. R. Hind, Miss Cooke, Mrs. Chas. P. Durney and two children, Mr. and Mrs. H. P. Wood, Mr. Mundell, Mr. and Mrs. O. E. Loomis, Mr. and Mrs. J. A. Gibb, Miss Eliza Cornellson, Mrs. Stoddard and maid, Miss May McIlvain, Miss Dorothy Mara, Miss E. B. Harte, A. Denovan, J. A. Young, Don Ladd, Master H. Cornellson, H. F. Taylor, A. L. Moffat, Miss Guthrie, Miss Dixon, Mrs. J. French, Mr. and Mrs. Arthur Larimer, Mr. and Mrs. C. E. Conant, Miss Gertrude Wallace, Mr. and Mrs. C. A. Biglow, Mrs. M. A. Ford, Mr. and Mrs. Arthur Keithley, James Wakefield, Miss O'Keefe, Miss Ruth Dwyer, J. P. Cooke, Mrs. J. P. Cooke and family, T. H. Luke and Mr. Hughes.

HARBOR BOARD RULES ARE BEING PRINTED

Rules and regulations of the board of harbor commissioners are being printed, according to Col. C. J. McCarthy, the chairman, who also says that a proof will be printed and given each commissioner, so that any further changes can be made at once.

"We have been working on the rules for three years now," said McCarthy, "so that when we will

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Saturday, Aug. 5.

Notable—

Alexander & Baldwin, 300

C. Brewer & Co., 200

SUGAR—

Ewa Plantation Co., 27 1/2 36

Hawaiian Sugar Co., 2 1/2 36

Hawaiian C. & S. Co., 5 1/2 52 1/2

Hawaiian Sugar Co., 4 1/2 46

Honokaa Sugar Co., 2 1/2 36

Honolulu Sugar Co., 2 1/2 36

Hutchinson S. Plant Co., 2 1/2 36

Kahuku Plantation Co., 2 1/2 36

Kekaha Sugar Co., 2 1/2 36

Kolon Sugar Co., 2 1/2 36

McBryde Sugar Co., Ltd., 2 1/2 36

Oahu Sugar Co., 2 1/2 36

Omao Sugar Co., 2 1/2 36

Paeahou Sugar Plant Co., 2 1/2 36

Pacific Sugar Mill Co., 2 1/2 36

Pain Plantation Co., 2 1/2 36

Pepeekeo Sugar Co., 2 1/2 36

Pioneer Mill Co., 2 1/2 36

San Carlos Mill Co., Ltd., 15 1/2 16

Waialua Agr. Co., 37 37 1/2

Waialua Sugar Co., 2 1/2 36

MISCELLANEOUS—

Endau Dvlp. Co., Ltd., 45 1/2 Pd.

1st Issue assessable, 45 1/2 Pd.

2nd Issue assessable, 45 1/2 Pd.

25% Pd., 45 1/2 Pd.

Haiku F. & P. Co., Ltd., 45 1/2 Pd.

Haiku F. & P. Co., Com., 45 1/2 Pd.

Hawaiian Electric Co., 45 1/2 Pd.

Hawaiian Pineapple Co., 45 1/2 Pd.

Hon. B. & M. Co., Ltd., 24 1/2 21 1/2

Hon. Gas Co., Ltd., 12 1/2 14 1/2

Hon. R. T. & L. Co., 12 1/2 14 1/2

Inter-Island S. N. Co., 12 1/2 14 1/2

Mutual Telephone Co., 12 1/2 14 1/2

Pahang Rubber Co., 12 1/2 14 1/2

Selma - Dindings Plantation, Ltd., 12 1/2 14 1/2

Selma - Dindings Plantation, Ltd. (49% Pd.), 9 1/2

Tanjong Olok Rubber Co., 9 1/2

BONDS—

Hamakua Ditch Co., 77 1/2

Hawaiian Irr. Co. 6s., 77 1/2

Haw. Ter. 4% refund, 1905

Haw. Ter. 4% Pub. Imps., series 1912-1913

Haw. Ter. 4 1/2%, 96 100

Haw. Ter. 4%, 96 100

Haw. Ter. 3 1/2%, 96 100

Honokaa Sugar Co. 6%, 96 100

Hon. Gas Co., Ltd., 101 1/2

Hon. R. T. & L. Co., 101 1/2

Kauai Ry. Co. 6s., 101 1/2

McBryde Sugar Co. 6s., 101 1/2

Mutual Telephone 5s., 101 1/2

Oahu R. & L. Co. 5%, 101 1/2

Oahu S. Co. 6% (redeemable at 103 at maturity) 108

Olas Sugar Co. 5 1/2%, 102 1/2 102 1/2

Pacific C. & F. Co. 6s. 100

Paeahou Sugar Co. 6s. 100

San Carlos Mill Co. 6%, 100

Between Boards: Sale: 25, 250

Olas, 17 1/2; 250, 100, 50, 50, 170, 15

Olas, 18; 20, 25 Olas, 18 1/2; 500, 100

McBryde, 12; 200 Ewa, 35; 300 H. C. & S. Co., 52 1/2; 30, 20, 40, 10, 10

Waialua, 36 1/2; 50, 50, 100, 30 Pioneer, 52; 40 Pioneer, 52 1/2; 20, 10, 10

200, 50, 400 Oahu Sugar Co., 34 1/2; 165 Selma-Dindings Pd., 15; \$2000 Kauai Ry. 6s. 101 1/2; 7,000 Kauai Ry 6s. 101 1/2.

Session Sales: 75 Olas, 18 1/2; 5 Ewa, 25 1/2; 25 Onomea, 54 1/2; 100, 40, 60 McBryde, 12 1/2; 50, 25, 10, 15 Ewa, 35 1/2; 100 Olas, 18 1/2; 10 Hon. B. & M. Co., 21 1/2; 8, 7 Olas, 18 1/2; 15 Koloa, 22 1/2; 10, 15 Pioneer, 52 1/2; 25 Waialua, 37.

DIVIDENDS

Aug. 5, 1916—H. C. & S. Co. (special \$1), \$1.25; Honokaa, \$1.50; Hutchinson (special 20c), 50c; Paeahou, 30c.

Latest sugar quotation: 96 deg. test, 5.75 cts., or \$115 per ton.

Sugar 5.75cts

Henry Waterhouse Trust Co. Ltd.

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finally get through I can't say. There have been so many revisions it has delayed progress. A proof of the rules will be submitted to each member and we will hold a final meeting to approve them, after which they will be printed in booklet form."

IN THE CIRCUIT COURT OF THE First Circuit, Territory of Hawaii—At Chambers—In Probate.

In the Matter of the Estate of Ernest P. Faneuf, late of Honolulu, T. H., Deceased.

Notice of Hearing Petition for Administration

The Petition of George Morath, a son-in-law of the deceased, of Honolulu, alleging that Ernest P. Faneuf of Honolulu died intestate at Honolulu on or about the nineteenth day of July, A. D. 1913, leaving property within the jurisdiction of this Court necessary to be administered upon, and praying that Letters of Administration issue to the said George Morath, having been filed;

It is Ordered, that Thursday, the 7th day of September, A. D. 1916, at 9 o'clock a. m. be and is hereby appointed for hearing said Petition in the courtroom of this Court in the Judiciary Building in Honolulu, City and County of Honolulu, at which time and place all persons concerned may appear and show cause, if any they have, why said Petition should not be granted.

Honolulu, August 4th, 1916.

By the Court.

A. K. AONA, Clerk.

6546—Aug. 5, 12, 19, 26

SEALED TENDERS

Sealed tenders will be received by the Maui Loan Fund Commission at Wailuku, Maui, T. H., up to 2 p. m. of Thursday, August 24, 1916, for the construction of a Reinforced Concrete Arch Bridge across Oheo Creek, M. P. 69, near Kipahulu, Kipahulu, Maui, T. H.

Plans, specifications and blank forms for the proposal are on file in the office of the Maui Loan Fund Commission, Wailuku, Maui, T. H., and in the office of Superintendent of Public Works, Capitol Building, Honolulu, T. H.

The Maui Loan Fund Commission reserves the right to reject any and all bids.

MAUI LOAN FUND COMMISSION.

R. A. WADSWORTH, Secretary.

6546—Aug. 5, 7, 9, 11, 12, 14, 16, 18, 19, 21

NOTICE

Dr. Hutchinson will see a few patients at his residence in Kaimuki, Telephone 7212 for appointment.

6545—3t

William Lonsdale, a British prisoner-of-war, serving a sentence of 15 years for striking a guard at the Döberitz prison camp, has been pardoned by the Kaiser.

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Fresh, pasteurized island cream and other pure ingredients are combined with mathematical exactness in Velvet Ice Cream.

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